



Links to all studies and plans described in this handout can be found at the following location:  
<http://bit.ly/lowermystic>

Study/Plan	Project Description	Published Date
<b>OTP current studies page</b>	Links to various websites that OTP maintains and posts documents and updates.	NA
<b>Long-Range Transportation Plan of the Boston Region Metropolitan Planning Organization</b>	Boston Region Transportation vision out to 2040 that will be used to move the region's transportation network from its present state towards the MPO's vision for the system's future. The LRTP identifies goals, evaluates needs, and sets priorities, which will be supported with federal funding that the MPO receives for planning and programming investments in capital projects. It includes fiscally constrained list of major projects.	July 2015
<b>LRTP Methodology for Land Use Projections in the Boston Region</b>	MAPC prepared detailed transportation analysis zone (TAZ)-level socioeconomic and land use projections out to the year 2040 to support the LRTP travel-demand model process. MAPC reviewed reports from other regions nationwide to assess the current state of practice and also reviewed prior projections for the Boston region to assess their accuracy and identify opportunities for improvement. MAPC prepared two scenarios for regional growth. Each scenario reflects different assumptions about key trends. The "Status Quo" scenario is based on the continuation of existing rates of births, deaths, migration, and housing occupancy. Alternatively, the "Stronger Region" scenario explores how changing trends could result in higher population growth, greater housing demand, and a substantially larger workforce.	July 2015
<b>LRTP Project List</b>	One of the primary outcomes of the LRTP process is a list of major capital expansion projects and a set of programs for implementation during the next-25 years. Thus, the MPO created a Universe of Projects and Programs list to identify all potential projects and programs. This appendix contains that list for both highway and transit projects. The MPO used the "Universe" list to develop a draft list of projects and programs for public review and the final list to include in the LRTP.	July 2015
<b>LRTP Project Evaluations</b>	The MPO applied its goals and objectives as criteria to qualitatively evaluate the major infrastructure and capacity-adding highway projects that are in the Universe of Projects and Programs list (which had been sufficiently well defined to allow for analysis). Assessing how well projects would address the MPO's goals and objectives helped the MPO identify priority projects for its major infrastructure program. Each project was given a "high," "medium," or "low" rating in each of six rating categories: safety; system preservation; capacity management and mobility (three sub-categories include impacts to automobiles, buses, and pedestrian/bicyclists); and economic vitality.	July 2015
<b>Everett Square/Commercial Triangle Master Plan</b>	Tufts University planning project to identify potential for redevelopment in industrial area of Everett between Rte. 16, Everett Ave and MBTA Commuter Rail tracks.	May 2013
<b>Everett Transit Plan</b>	A MassDOT plan, in partnership with the City of Everett, to identify short, medium, and long-term solutions to the transit challenges facing Everett residents, in the context of all of the planned development in Everett. Solutions include MBTA service changes, capital investments, and changes to streets or rights of way. A final plan is anticipated in the summer.	Ongoing as of May 2016

<b>Everett Vision Plan</b>	The Everett Visioning Project was a 2013 collaborative effort between the City of Everett Department of Planning and Development, MAPC, various community organizations, and Everett residents. The purpose of the project was to create an inclusive and comprehensive "Community Vision" for Everett's future. The Community Vision takes into account the needs and desires of Everett residents, and lays the groundwork for a future Everett Master Plan. The project was funded by a Sustainable Communities Grant from the U.S. Department of Housing and Urban Development.	September 2013
<b>GoBoston 2030</b>	Go Boston 2030 is an initiative launched by the City of Boston to develop a new transportation plan for Boston for the next 5, 10, and 15 years. Ultimately, a comprehensive, long-term Action Plan will be developed; it will have transformative policies and projects designed to increase equity in mobility, improve the economy, better connect people to jobs and education, and protect the environment.	Ongoing as of May 2016 (projected to be completed by spring 2016)
<b>Imagine Boston 2030</b>	City of Boston's Master Planning process, the first in 50 years, to establish a framework to preserve and enhance Boston, while embracing growth as a means to address our challenges and make the city stronger and more inclusive.	Ongoing as of May 2016 (citywide plan release scheduled for spring 2017)
<b>Innerbelt and Brickbottom</b>	The City of Somerville's December 2013 Inner Belt/Brickbottom Plan proposes investments and strategies to redevelop these two neighborhoods in conjunction with nearby transportation initiatives such as the MBTA Green Line Extension and the McGrath Boulevard redesign. Mixed-use development, infrastructure investments to improve internal and external connectivity and support placemaking, open space provision, and public/private partnerships to encourage economic growth stand as hallmarks of the Plan. The City envisions these districts to absorb new jobs and housing choices over the next few decades, with the Plan guiding this growth and maximizing public benefit. The plan includes model runs relevant to the current LMRWG effort.	December 2013
<b>Lower Broadway District Urban Renewal Plan</b>	The Lower Broadway District Urban Renewal Plan (URP or the Plan) was initiated by the City of Everett through the Everett City Council, the Mayor, and the Everett Redevelopment Authority (ERA). The URP process involved collaboration with stakeholders, including area property owners, residents, town officials and the Lower Broadway District Steering Committee. Stakeholders have the mutual interest of revitalizing this once-vibrant mixed use area by attracting new or expanding existing industrial and business users, brownfields remediation, enhancing residential quality of life, and improving waterfront access. The Urban Renewal Area (URA), also referred to as the Study Area is located in the Lower Broadway District of Everett. The URA is roughly bounded by: - Gateway Center shopping area to the west; - Revere Beach Parkway to the north/northwest; - The Exxon-Mobile tank farm to the east and northeast; - The Exelon Mystic Generating Station to the southeast; and - The Mystic River to the southwest.	April 2015
<b>Lower Broadway Master Plan</b>	In April of 2012, Mayor Carlo DeMaria Jr. along with the Mayor's Department of Planning and Development engaged Sasaki Associates, Inc. and GLC Development Resources LLC (the Sasaki team) to help create a Master Plan Vision and Implementation Strategy for the City of Everett's Lower Broadway District (the District). The Sasaki team embarked on a nine-month planning initiative providing expertise in urban planning and design, real estate market analysis, public engagement, and implementation strategy. The intent of this master plan is to transform the Lower Broadway District into a vibrant mixed use urban neighborhood with an improved public realm and enhanced local and regional identity as a high quality residential, employment, commercial district with pedestrian friendly streets, civic spaces and recreational amenities, including public access to the Mystic River.	February 2013

<b>McGrath Plan</b>	Completed in December 2013, the purpose of the Grounding McGrath conceptual planning study was to examine and evaluate the feasibility, benefits, impacts, and costs of removing the McCarthy Overpass viaduct on Route 28 in Somerville and replacing it with an at-grade roadway network and intersections. A plan of short, medium and long-term improvement alternatives was recommended in coordination with the study's Working Group. The primary long-term recommendation was to reconstruct the McCarthy Overpass as a six-lane Boulevard concept, while acknowledging that there was also strong public support for a four-lane concept. Additional work recently completed in March 2016 as part of the project development process produced a primarily six-lane concept with significantly improved bicycle and pedestrian conditions.	December 2013 (ongoing working group for the environmental permitting and preliminary design work phase as of May 2016)
<b>North Station Area Transportation Action Plan</b>	BRA and BTD will work on a transportation action plan for the area around North Station. The plan, which will also cover the West End, Bullfinch Triangle, and Government Center, will provide a comprehensive analysis of the existing transportation network as well as potential near- and long-term improvements across various types of transit. The undertaking comes at a time when several large development projects are underway or soon to begin in this portion of downtown.	Ongoing as of May 2016 (citywide plan release scheduled for October 2016)
<b>Rutherford Avenue Plan</b>	City of Boston's transportation planning process from 2008 - 2012 to establish a conceptual design for Rutherford Ave and Sullivan Square. The scope of design work for this project is to prepare a preliminary roadway design for the Rutherford Avenue Corridor and for Sullivan Square. The design will focus on developing a pedestrian friendly environment with safe crossings and better access to parks and Orange Line stations; routing regional traffic away from the corridor and creating neighborhood scale streets; providing links to the regional bicycle network; creating parcels for development and open space; and developing a phased implementation plan.	March 2013 (last recorded public meeting)
<b>Sullivan Square Disposition Study</b>	The Sullivan Square Disposition Study builds upon the Boston Transportation Department's roadway plan for Sullivan Square. The ultimate goal of the Sullivan Square Disposition Study is to enhance the area through the creation of a Disposition Plan for publicly owned development parcels that will be created by the new roadway alignment. The Disposition Plan will include urban development guidelines for use, design, streetscape, and open space. In addition, the Disposition Plan will include a market analysis to support the successful disposition of public land in a manner consistent with community goals for the future of Sullivan Square.	December 2013
<b>Union Square Revitalization Plan</b>	The Union Square Revitalization Plan is a 20-year plan outlining key actions to bring Union Square into the 21st century as a vibrant downtown area supporting commercial, residential, and civic goals through improvements to transit, infrastructure and public realm. The plan is a necessary first step to providing both the transit and the transit-oriented development (TOD) that will revitalize the Union Square neighborhood. It also serves as an action plan for implementing specific planning goals, thereby encouraging the investment of state and federal funds towards reaching those goals.	October 2012